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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No communications signed communications that have already appeared in other papers will be inserted.
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DEATHS.

On 5th February, at Chinkiang, JAMES KIRKWOOD, First Engineer Imperial Maritime Customs, ship *Chuen Tiao*, aged 58 years. (400)
On 5th February, at Hongkong, Captain ALEXANDER MURPHY, aged 46 years. (401)

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, FEBRUARY 8th, 1905.

It has been always the habit of Europeans to smile at the curious superstitions which are found among the Chinese, but latterly there is evidence that some of these fanciful ideas are gaining a hold in a somewhat curious way, among the nations of the West, whose boasted civilisation is supposed to raise them far above any such vain imaginations. It would perhaps astonish many good people who flatter themselves that something quite new has been discovered by the devotees of the occult sciences, whose speculations now form a species of culte known as "modern spiritism," to hear that, in their true essence, the theories which they propound are very much the same as those embodied in well-known and time honoured superstitions among the Chinese. The notions of the Chinese as to *Fung Shui* and as to the presence of various spiritual influences, mostly of a malignant character, around and about them, will be found to bear a very strong family likeness to much that forms the subject of the solemn investigations of the Psychological Society, to be brought forward as something quite new. The Chinaman believes in influences, or "intelligences," or whatever people may be pleased to call them, and he sets about exorcising them with gongs, while the "spiritists" call them up by turning tables

or writing with "planchettes." Essentially the two beliefs are one and the same, and the extravagances with regard to the one do not call for a smile very much more than those with respect to the other. The real sanction for such belief in both cases is either sentiment or inner consciousness, and the belief will be more or less accepted in one or the other form according to temperament or tradition. Of late years we have not heard so much as formerly of the difficulties which the Chinese faith in *Fung Shui* presents to material progress. What the exact belief is which is entertained by the masses in China as to the danger of disturbing these local influences or spirits (for it is not quite clear which they are considered) has never been perfectly understood by Europeans. So far as can be ascertained, the idea seems to be of some mysterious action in that loathsome region which lies between spirit and matter and to which—as an easy mode of explanation—men are fain to resort all that cannot be readily explained by ordinary experience. As science advances, it is discovered that there are quite as many mysteries in the natural as in what has been deemed (with doubtful logic) the supernatural world, and speculative genius is divided on the question into which class it should place any phenomenon of an unexpected and new character. If we had never heard of Mæconi but had suddenly come upon the results of his discovery, wireless telegraphy would by a large number of people be dumped down among the supernatural. As it is, people are beginning to speculate whether a good deal which they have considered supernatural is not something like wireless telegraphy. On the other hand, with the advance of science, there has been little diminution in superstition and it is curious to find theories quite as fantastic as anything with respect to *Fung Shui* gravely propounded by men of scientific eminence in the West. We ought not therefore to be surprised that the Chinese have their own beliefs as to things which will probably remain mysteries to the end of our race, from whatever point of view they may be approached. What is of importance to remember is that the Chinaman really believes in the influences of *Fung Shui* and of departed spirits much more seriously than people generally give him the credit of doing. In an ordinary way, he is so prosaic that we jump to the conclusion that he does not attach much importance to mere popular beliefs. As far as we hear of them, these superstitions are explained to us only in a very crude form; and we are apt to jump to the conclusion that they cannot be seriously entertained by reasonable men. The manner, however, in which popular sentiment has been often roused in China through an appeal to superstitious beliefs negatives this idea; and no one who is aware of these facts can consider that such ideas are a mere form of philosophic speculation. Such beliefs are a force which has to be reckoned with; and we can scarcely be surprised that the official classes are able to call it into active operation when it suits them, when we hear in mind the degree to which Europeans of marked intelligence have been influenced by very similar beliefs, especially of late years. When we find men like Sir WILLIAM CROOKES believing the teachings of modern "spiritists," we may at least look with some charity upon the Chinaman who believes in the ancient spiritism of his country. People will believe almost anything when once their imagination has been sufficiently excited. A work recently published on what is called "Modern Spiritism" treats the subject in the most serious manner, and at least is interesting as showing the number of persons—some of scientific eminence—who have been induced to believe these fanciful theories, upon what appears to many people as very little evidence beyond an ingenious appeal to the imaginative faculties. When it is borne in mind that the speculations which are made in this direction have for ages been familiar not only to the Chinese but to other Oriental nations, it may perhaps be admitted that there is less in them than has been conjectured. We do not wish to enter into a polemical discussion on this very expansive subject; but it may be useful to point out—as an undeniable fact that there is nothing really new in any of the speculations which have been based upon supposed supernatural manifestations. If we abstract from them all that is derived from Brahminism and Buddhism, and the still larger portion that is nothing more than a reproduction of old superstitions familiar in the East, it will be found that very little remains that can be looked upon in any way as a new discovery.

Mobilization of troops for inspection by Major-General Blide, takes place to-day.

The fine Race Cup presented by members of the Club Germania may be seen in the window of Messrs. C. J. Ganpp & Co.

At the Kowloon Hotel yesterday afternoon Mrs. McCroo distributed the prizes to successful exhibitors in the Kowloon Pigeon Show.

The Bank of Madras has declared a dividend at 8 per cent. per annum, placed to the reserve fund Rs. 1,500,000. and carried forward Rs. 1,06,983.

A "wire" has been received announcing the return of the "A" Team from Swatow by the s.s. *Haiching*. The *Haiching* is due here early this morning.

The unclaimed goods warehouse in Victoria Dock, Bombay, was completely destroyed by fire on the 21st ult. The damage is estimated at three lakhs. The cause of the outbreak is unknown.

B. H. Monaghan, an American found guilty of having passed a forged cheque, bearing the name of James E. Stone, was heard on appeal at Manila a few days ago. He was sentenced to four months in Bilibid.

A *Cablenews* comment runs:—The naval governor of Guam says the inhabitants of that island are dirty, gentle and religious. They evidently have enough missionaries and what they need now is a good, hustling soap agent.A Reuter's telegram from Victoria (B.C.) said:—The cruiser *Bonaventura* will sail for China on March 1. Commodore Goodrich and Commander Sandeman leave for England on February 1. The sloop *Shearwater* is the only ship remaining at Esquimaux.

Return of visitors to the City Hall Library and Museum for the week ending the 5th February, 1905.—(Excluding Chinese New Year) were 179 non-Chinese and 60 Chinese to the former, and 96 non-Chinese and 1,647 Chinese to the latter institution.

At the Public Works Department yesterday Marine Lot No. 2, Island Lots Nos. 1, 2, 3, 4 and 5, and Farm Lot No. 1 situate at Sai Kung in the New Territory, were sold by public auction to Mr. A. H. Rennie for \$13,283, being \$100 above the upset price.

The *Journal de St. Petersburg* states that some very rich coal deposits have been discovered in an arid and mountainous district of Transbaikalia, Siberia, not far from the railway. The coal is of good quality, the cost of extraction will not be great, and the proximity of the railway should render transport cheap.

The directors of the Canadian Pacific Railway have awarded to Glasgow shipbuilders the contracts for the two new steamships for the company's Transatlantic business. The new vessels will be of 14,500 tons, and 550 feet long, with 65 feet beam. They will have quadruple expansion engines, and a speed of twenty knots.

Mr. A. G. Ward last evening gave an organ recital at St. John's Cathedral, when Mrs. Gordon sang Mendelssohn's *Aria* "But the Lord" and Liddle's setting of "Abide with me." The composers interpreted by Mr. Ward included Hesse, Guilmant, Wagner, Marshall, Lemare and West.

Last night the Pollard troupe of juvenile opera artists, instead of playing one piece, gave in the Hongkong Theatre a sort of musical melange. They occupied the stage in a "miserable" arrangement, having two scenes, indoor and garden. All the popular favourites had solos, and a very enjoyable "sayonara" concert was the result.

Rev. J. B. Martinet, late Procurator General in Hongkong of the Society of the Missions Etrangères died yesterday (Tuesday) morning, at the French Sanatorium at Pokfulam. He was a Frenchman, who came to China so long ago as 1870. He was successively Procurator of his mission at Singapore (four years) at Shanghai (14 years) and at Hongkong, since 1889. The funeral will take place to-day at the French Chapel at Pokfulam.

It was announced from Cairo that the Suez Canal Company proposed, in consequence of the agitation to make a new canal across the isthmus, to reduce their rates from 8f. 50s. to 8f. It cannot, however, be claimed that the reduction is due to the agitation for a second canal. The company, owing chiefly to the action of the English representatives on the Board, had resolved to bring the dues down to 8f. before the suggestions of a new canal were publicly renewed in the English press.

"Microbie's" letter is unavoidably held over. A Chinese policeman was sentenced yesterday to two months of hard labour for stealing sixty cents from a gaming house at West Point. Another, from Sanshuipo, was awarded three months for a similar petty theft, and for assaulting one of the boys from whom he took the money. Five Indians were charged yesterday, one with keeping, four with frequenting, a gaming house at West Point. Three of the latter were discharged, the others remanded.

The Manila *Cablenews* states: Owing to the death of Reverend Father Torres, late procurator of the Dominican missions in China, whose headquarters is in Hongkong, the Reverend Father Francisco Garcia, well known in this city, has been dispatched to Hongkong to take charge of the procuratorate. This is not quite correct. Father Garcia has come to Hongkong as assistant procurator to Father Novat, who was assistant to the late Father Torres, and has now assumed charge.

According to a recent report by the French Consul at Lourenço Marques, some rich sources of petroleum have been discovered in the district of Inhambane. An exclusive concession was granted to an English resident in Johannesburg who became a naturalised Portuguese subject in order to work the claim; but it appears that the conditions of the concession were such as to render profitable working an impossibility. Under these circumstances, three syndicates have been formed: one in the Transvaal, one in Natal, and one in Austria with a view to the exploitation of these sources.

The Acting French Consul at Turin states that the proprietors of the Piedmontese plantations have introduced a new method of dealing with noxious weeds. They pass a horse roller over the whole of the plantation, crushing both the rice and the weeds; the rice stalks, being flexible, redress themselves, but the weeds, being rigid, are broken and destroyed. Some authorities are of opinion that the pest of weeds in the rice plantations is caused by the introduction of seeds in the process of irrigation. Special filters have, in some instances, been placed at the mouths of the irrigation trenches to prevent this intrusion.

The Merchant Services Guild Gazette says:—We are glad to see that the Scottish Shipmasters' Society hold identical views with the Guild on the much to be condemned practice of Naval Officers adjudicating, or assisting in doing so, on cases which affect Merchant ships alone. At the action in the Supreme Court of the Admiralty, Shanghai, between the Chinese cruiser *Kwang Tai* and the Canadian-Pacific steamer *Empress of India*, the only nautical assessors were a Naval Captain and his Navigating Officer. The Guild took up on two points; firstly, that where a merchant vessel was concerned there should be an assessor with experience in the merchant service and, secondly, that, in any case, a subordinate Naval Officer could have no independence of judgment as against his superior who was sitting as a fellow assessor.

HONGKONG REGATTA SAILING RACES.

OFFICIAL REPORT.
Monday 6th February opened dull and cloudy the air thick and laden with moisture, and with little or no wind. As unpropitious a day for sailing as could well be imagined. The big cruisers were astir early in the morning and they had great difficulty in working down to the starting point for the Third Race for the GOVERNOR'S CUP.

As a consequence a very bad start was made. *Thistle* was the first to cross the line at the Oil Pier at 3 minutes past ten. *Iona* crossed a few seconds later. *La Cigale* was 7 minutes late. *Haidee* 13 minutes, and *Brynhilde* later still. All had topsails set, but as the wind gradually freshened from the eastward some were afterwards got down. It was a dead heat to Lyemman and the *Thistle*, *La Cigale* and *Haidee* worked down the harbour in good form but *Brynhilde* and *Iona* seemed very disinclined to move, probably because they had pulled in their sheets too tight. The two latter eventually gave up and left the race to *La Cigale*, *Haidee*, and *Thistle*. *La Cigale* eventually went right ahead of the others and romped in an easy winner. The finish was as follows.

| Yacht | H. M. S. | H. M. S. MRS. | |
|------------------|----------|---------------|----|
| <i>La Cigale</i> | 1 | 17 | 0 |
| <i>Thistle</i> | 1 | 48 | 50 |
| <i>Haidee</i> | 1 | 56 | 5 |

THE COMMODORE'S CRUISER CUP.
THIRD RACE.
A very struggling start was also made for this race. The *Australian* went away with the lead and kept it the whole way, but the *Tony* made a elaps finish with her. Times.

| Yacht | H. M. S. MRS. | |
|-------------------|---------------|----|
| <i>Australian</i> | 3 | 24 |
| <i>Thistle</i> | 2 | 28 |
| <i>Tony</i> | 3 | 45 |

THE "CHINA MAIL" CUP—"C" RACE.
The little boats in this class made a very good start. At 10.30 the wind had freshened considerably but they stood up to their canvas well and finished their course inside the harbour in very good times.

| Yacht | H. M. S. |
|----------------|----------|
| <i>Waikiki</i> | 12 |
| <i>Aethers</i> | 12 |
| <i>Nine</i> | 12 |

Eight yachts entered for this race. At 11 a.m. the wind was very fresh and inclined to be squally, and the clouds in the East gave all the appearance of there being half a gale outside. However, this threatening appearance died away and there was very little wind outside, and very little swell near the Tathong Rock.

The *Dione*, *Aileen*, and *Bonito* got the best of the start at 11 a.m. *Dione* began by making short tacks under North point and thereby gained on the others who were doubtful whether the tide had turned or not. The wind was very variable in direction and sometimes one boat gained a little and then another according to their position when the puffs came over the water. Eventually the *Dione* and *Aileen* went down the Lyemman Pass almost abreast, with the *Bonito* not far behind. The *Aileen*, however, lost the wind coming into the Lyemman Bay and had to make a tack to the northward to get into it again. This put the *Dione* and *Bonito* well ahead and the first 3 boats retained this order till the end of the race.

The *Dart* was well sailed. She not only gave her old antagonist the *Payne* a handsome beating, but came in fifth in order and saved her time off the *Bonito*. She had had the advantage however of having sailed the course round the Tathong Rock the day before.

The *Kathleen* was not well sailed, and her sister boat the *Bonito* came in nearly a couple of miles ahead of her.

The prizes for "C" and "D" races will be presented by Mrs. May at the conclusion of the Regatta on Saturday. The fourth race will have to be sailed to decide the winner of the Governor's and Mr. May's Cups.

TELEGRAMS.

THE WAR.

[REUTERS SERVICE.]

THE SEIZURES OF CONTRABAND.

LONDON, 5th February.

There is great uneasiness in German shipping circles regarding the fate of Hamburg vessels bound with contraband to Vladivostok. The recent Japanese seizures of German vessels has caused consternation; although the Russian attacks on neutral shipping are viewed with comparative indifference, the shippers are now protesting against the Japanese interpretation of contraband.

HOW TO BECOME A SANITARY INSPECTOR.

The Hongkong Sanitary Institute is arranging a course of lectures on Food Inspection, the first of which will be delivered on Friday evening, 10th instant, by Mr. A. Gibson, M.R.C.V.S., on the Hygiene of Cowsheeds, Abattoirs, Markets, Dairies, and Food Shops, from a Public Health point of view. The lecture room is at No. 10, Wyndham Street, the hour nine sharp.

Subsequent lectures will be given each Tuesday and Friday evening, by Mr. Gibson (ten more) Captain Fitzwilliams, A.S.C. (three) and Dr. Clark, M.O.H., who will deal with the legal aspects of the matter. There are also to be object lessons in the actual places visited by Sanitary Inspectors, of which Mr. Alfred Carter, Senior Inspector, will supply particulars, to all inquirers. The fee is a very moderate one, and time-exposed soldiers and others desiring to enter Government employment will certainly find these lectures and introduction helpful.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

At the rifle practice on Monday, 6th Feb., a competition was held between the Peak Members and Hongkong and Kowloon Members at the 500 yards range. Over 65 members attended, H.E. shooting. The Peak members fired 97 rounds with an average of 18 per round and the Hongkong and Kowloon members 117 rounds with an average of 15½ per round. The following were the highest scores, with a percentage 35.

| | | | | | |
|---------------|--------------------|-----------------|----------------|-----------------|----------------|
| A. Brown | 2 | 31 | C. W. Brett | 21 | 25 |
| Buyers | 20 | 24 | A. Bryer | 15 | H. Butterworth |
| 16 | 15 | C. Cotton | 18 | A. Cameron | 23 |
| 28 | 17 | S. K. Dooly | 17 | W. H. Duncanson | 27 |
| 22 | 27 | W. Dobie | 21 | 28 | E. Donoherty |
| 24 | 31 | J. Douglas | 20 | 25 | W. T. Edwards |
| 16 | F. Fisher | 23 | 30 | H. W. Fraser | 15 |
| W. Goodfellow | 20 | 24 | H. H. Gompertz | 21 | 26 |
| 12 | J. C. Gow | 21 | 32 | C. H. Grace | 15 |
| 22 | Rev. C. H. Holding | 22 | E. A. Hewitt | 17 | 21 |
| T. F. Hough | 17 | G. A. Hastings | 18 | J. Hutchings | 17 |
| 17 | 27 | O. Hughes | 21 | 22 | P. N. H. Jones |
| 17 | 18 | E. A. Irving | 19 | 30 | L. S. Lewis |
| 20 | A. M. Johnston | 17 | 21 | 3 | S. Lorington |
| 18 | 25 | W. May | 17 | G. H. May | 22 |
| 24 | E. J. Moss | 22 | 26 | J. McNeill | 17 |
| 24 | E. Ormiston | 19 | 22 | M. V. D. Parr | 16 |
| 17 | H. Pinckney | 17 | 21 | J. H. Pidgeon | 26 |
| 27 | J. Barja | 25 | 26 | H. W. Robertson | 29 |
| 20 | A. H. Skelton | 30 | 32 | J. J. Stabbings | 24 |
| H. W. Slade | 19 | A. Brooke Smith | 22 | C. R. Scott | 29 |
| 31 | E. Bruce Shepherd | 29 | 30 | H. Sykes | 31 |
| E. W. Terry | 17 | J. A. Whitall | 26 | 23 | A. T. Walker |
| 13 | 30 | H. T. Wilgress | 19 | 21 | A. W. Whitton |

A lecture on Fire Tactics will be given at the City Hall on Thursday afternoon the 16th inst. by Lieut. T. W. Finnes R. W. R. at which H.E. the Governor has signified his intention of being present. The next Practice will take place on Saturday the 18th inst. from 2nd p.m. to 5 p.m. at the 200 yards range at Kings Park, Kowloon.

THE "NIGRETIA" CONDEMNED.

The Marine Insurance correspondent of the Times reported on Jan. 5 as follows:—The British steamer *Nigretia*, with her cargo and materials, has been condemned by the Japanese as a legal prize, no doubt because of the presence on board of Russian officers who had broken their parole. An appeal is sure to be entered, and the case will be one of considerable interest. The cargo of kerosene oil was insured here against war risks for about £70,000 on the written assurance of the Japanese Consul at Shanghai that the kerosene was not regarded as contraband by the Japanese Government. Questions may of course arise as to whether this insurance has not been vitiated by the admission on board of Russian officers.

The new British steamer *Kuling* is ashore in the river 100 miles below Hankow. A rock is reported to be thrown up from the bottom. The *Kuling* is 3,075 tons, built this (sic) year, and owned by D. R. Law. She was insured for £45,000 up to Dec. 31, but as no notice of continuation has been given she is believed to have been uninsured at the date of the casualty.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 6th inst. at 10 a.m., with the outward English mail, and is due here on the 11th inst. at about 8 a.m.
The P. & O. steamer *Japan* left Singapore for this port on the 4th inst. at noon.
The P.M. steamer *China*, with mails, &c., left Shanghai for this port on the 6th inst. at 11 a.m., and is due here to-day at about 1 p.m.
The I.O.M. steamer *Zieten* left Kobe, via Nagasaki and Shanghai on Monday at 2 a.m., the 6th inst., and may be expected here on Tuesday, the 14th inst.
The C.P.R. steamer *Empress of Japan* arrived at Yokohama at 2 p.m. on Monday, the 6th inst., and left again at 10 a.m. on Tuesday for Kobe, where she is due to arrive at 10 a.m. on Wednesday, the 8th inst.
The Ben Line steamer *Benledi*, from Antwerp and London, left Singapore on the 3rd inst. for this port.
The steamer *Ararat* from Antwerp left Singapore for this port on the 3rd inst., and may be expected here on the 9th inst.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held in the Board Room yesterday afternoon. Dr. J. M. Atkinson (President) presided, and there were also present the Hon. Mr. P. N. H. Jones (Vice-President), the Hon. Mr. A. W. Brown, Col. W. E. Webb, R.A.M.C. Mr. Lau Chin Pak, Mr. A. Runjahn, Dr. F. Clark, Dr. H. Macfarlane, Dr. F. Gröne, and Mr. T. A. Hammer (Secretary).

The minutes of the previous meeting were confirmed.
MR. RUNJAHN CALLED TO ORDER.
The PRESIDENT, pursuant to notice, moved—That the Board, under the provisions of Section 30 of the Public Health and Buildings Ordinance, 1903, depote Dr. W. W. Pearce and Dr. F. Gröne to institute summary proceedings before a Magistrate against any person contravening any of the By-laws duly made under Section 16 of the Public Health and Buildings Ordinance, 1903.

That the Board, under the provisions of Section 256 of the Public Health and Buildings Ordinance, 1903, depote Dr. W. W. Pearce and Dr. F. Gröne to institute summary proceedings before a Magistrate for the recovery of any penalty imposed by Part II of the said Ordinance or any By-laws made thereunder.

The PRESIDENT, in support of his motion, said:—It is necessary that the M.O.H. and senior plague inspectors and the two prosecuting inspectors be authorised to institute summary proceedings. Of course the inspectors are only permitted to do so when so ordered by the M.O.H. I would state reasons:—Dr. Pearce was only acting M.O.H. and now Dr. Clark has returned, and Dr. Gröne has taken the place of Dr. Barnett.

MR. RUNJAHN—I presume that in your resolution being passed the gentlemen named in the motion will be directed to institute prosecutions instead of the inspectors who have been deputed from time to time by the Board. If my presumption is correct I think we should see less or none at all of these reckless prosecutions which have taken place during the past twelve months.

The PRESIDENT—I call you to order. If you have any further motion to make, give notice and bring it before the next meeting.
MR. RUNJAHN—I am addressing you on your motion and think it is in my province to speak. I am not speaking against the motion, but if you hold that I am out of order I will sit down.
The PRESIDENT—I do hold that you are out of order.

The President's motion was carried.
WATER ANALYSES.
Water analyses during the month of January showed the public supply to be of excellent quality.

MORTALITY STATISTICS.
The mortality statistics for the week ended the 7th January show the following figures at a death rate per thousand per annum:—British and foreign civil population, 24.9; preceding week, 10.3; corresponding week last year, 5.1. Chinese population, 17.8; preceding week, 16.4; corresponding week last year, 12.9.

LIMEWASHING RETURN.
The limewashing return for the fortnight ended 31st January shows that 1,356 houses were treated in the eastern district, and 5,379 in the central district.

RAT RETURN.
The rat return for the week ended the 4th inst. shows that 351 rats (seven infected) were caught in Victoria, and 144 (four infected) in Kowloon.

DEATH OF AN OLD CHINA HAND.

Few sea-faring men are better known along the China coast, from Hongkong to Tientsin, than was Mr. James Kirkwood, first engineer of the Chinese revenue cruiser *Chuen Tiao*, whose death is recorded among our obituary announcements this morning. A telegram received by Messrs. Lane, Crawford & Co., states that Mr. Kirkwood died at Chinkiang on the 5th inst. Originally he was in the service of the Hongkong and Whampoa Dock Co. as an engineer, and he joined the Imperial Maritime Customs service in 1872, nearly thirty-three years ago. He had held the rank of first engineer since 1876. When Admiral Lang undertook the organisation of a Chinese Navy, the Inspector-General of Customs lent Mr. Kirkwood to assist, and in the early Eighties he was stationed at Weihaiwei and Port Arthur with the rank of Engineer-in-Chief to the Peiyang Squadron, which the Japanese destroyed in 1895. Mr. Kirkwood was an active Mason, being an old member of Zetland and St. John's Lodges in Hongkong, and one of the founders of the Eastern Scotia Lodge here, and the Saltoun Lodge at Shanghai. Mr. Kirkwood, who was 58 years of age, was a widower, his wife having died fourteen years ago, and he leaves a family of three children, two girls and a boy, who are living at Kilmaronack, Scotland.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the monthly meeting held at Happy Valley from the 4th to the 6th February, 1905:—

| CAPTAIN'S CUP. | |
|--------------------|--------------|
| Mr. T. S. Forrest | 70 + 2 = 72 |
| Mr. J. Johnston | 83 - 5 = 78 |
| Capt. Nugent, R.N. | 87 - 7 = 80 |
| Dr. Dartnell, R.N. | 96 - 16 = 80 |
| Major Pedley | 85 - 3 = 82 |

| POOL. | |
|--------------------|--------------|
| Mr. T. S. Forrest | 70 + 2 = 72 |
| Mr. J. Johnston | 83 - 3 = 78 |
| Dr. Dartnell, R.N. | 96 - 16 = 80 |

Mr. Forrest's score is a record for the course. The following are the details:—
54433534 = 35
44433434 = 35

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Hongkong, 2nd February, 1905.

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BYRIE, unfurnished. Newly repaired. Painted and Coloured. No. 7, BELLIS TERRACE, 1st Row. No. 21, " 3rd Row. No. 11 & 14, " 2nd Row. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental. "KELLET CREST" (Furnished), Peak, for 24 months from 15th April to 30th June, 1905.

2ND FLOOR in Central position, containing Four Large Rooms, Bathroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—
Linstead & Davis,
3rd Floor, Alexandra Buildings,
Hongkong, 20th January, 1905. [90]

TO LET.

SINGLE or DOUBLE-FLOORED GODOWN, also LAND To Let on Lease or for Sale, in Wanchai Road.

Apply to—
THE ROBINSON PIANO CO., LD.,
13, Queen's Road Central,
Hongkong, 24th January, 1905. [272]

"HATHERLEIGH."

A DETACHED RESIDENCE with Tennis Court on Conduit Road.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 26th January, 1905. [31]

TO LET.

NO. 1, RIFON TERRACE. A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.

FLATS in Mobern Terrace, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIKE). GODOWNS, PRAYA EAST.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 26th January, 1905. [181]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 22nd November, 1904. [183]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House), also GODOWNS at Duck. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with GODOWNS can be let separately on leases.

Apply to—
CHUNG SIUN KOO,
12 & 14, Queen's Road Central,
Hongkong, 24th December, 1904. [92]

TO LET.

3RD FLOOR, suitable for Office. Apply to—
WING CHEONG,
35, Queen's Road Central,
Hongkong, 3rd June, 1904. [91]

TO LET

TO LET.

OFFICES in York Buildings, facing New Post Office and Hongkong Hotel. Apply to—

HENRY HUMPHREYS,
Alexandra Buildings,
Hongkong, 7th January, 1905. [18]

TO LET.

NO. 1, STEWART TERRACE, the Peak. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 26th March, 1904. [8]

TO LET.

GODOWNS No. 100 and 101, Praya East, with Water Frontage. Apply to—

VICTORIA BUILDINGS,
Hongkong, 29th December, 1904. [94]

TO LET—From 1st March Next.

A FOUR-ROOMED HOUSE in Kowloon with joint use of Tennis Court. Apply to—

"KOWLOON,"
Care of Daily Press Office,
Hongkong, 19th January, 1905. [239]

TO LET.

NOS. 19 & 21, SEYMOUR ROAD.

No. 74, CAINE ROAD. GODOWNS Nos. 31A, 34A, 34C, Praya East Possession from 1st January, 1905.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 1st December, 1904. [84]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tein Tsa Toi, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Malls. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—
ARRATTON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 10th January, 1905. [202]

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.,
Hongkong, 24th June, 1904. [97]

TO LET UNFURNISHED.

A DESIRABLE RESIDENCE in MACAO, in excellent position and near Praya Grande; contains 12 Rooms.

For terms and particulars, apply to—
SUPERINTENDENT,
E. E. TELEGRAPH CO.,
Hongkong, 16th December, 1904. [183]

HIRANO WATER.

THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNELL & Co.

Beware of JAPANESE IMITATIONS. F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [363]

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Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL. New and additional stocks at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [11]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTON-JONES' KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

THE POSSIBILITIES OF PEACE.

CHINESE CONCESSIONS TO RUSSIA.

A CORSEAN PROTECTORATE.

"From an authoritative quarter" the Standard learns that the following are approximately the terms which will be demanded by Japan in any negotiations for peace. The Japanese Government will not propose these terms, considering that for many reasons, notably that of prestige, the request for peace must come from Russia. Once this request is made, the Japanese will be quite ready to treat along the lines here indicated, which they consider will safeguard the vital interests at stake and satisfy the claims of justice involved. Japan will insist upon the handing back to Chinese Administration of the whole of the three provinces of Manchuria. The evacuation of Manchuria by the Russian troops she considers has been guaranteed already by the International League given by Russia in the past. Without this evacuation, Japan would have to maintain permanently a garrison of several hundred thousand men in North Korea to safeguard her interests there. Any possibility of Russia sending troops in Manchuria would mean that the making of peace would be simply the prelude to another and yet more sanguinary war. Therefore, the Military evacuation of Manchuria by Russia is a *sine qua non* in Japanese eyes.

The railway in Manchuria, known as the Chinese Eastern Railway, must be handed over to China. This could be accomplished by the application of the existing condition, giving to China the right of buying back the line. A certain number of years are supposed to elapse before this becomes operative, but it might be enforced at the present moment. The capital for the re-purchase of this railway should be raised by an international syndicate of those nations interested in the commercial development of Manchuria. In this way the railway would become an international line, subject to the control of a joint Chinese and international board.

The Russo-Chinese Bank must cease its operations in Manchuria, save as a genuine private banking concern. In its present form Japan holds it to be simply a branch of the Russian Ministry of Finance and recognises that it is owing to this Bank that Russia has been able to accomplish much that she has in Manchuria.

The lease given by China to Russia of Port Arthur and the Kwangtung Peninsula must be handed over to Japan, and Russia must renounce all rights to this territory. As a precautionary measure Japan may revert, by arrangement with China, since the Japanese, in treating, regard Manchuria as Chinese territory, to the terms of the cession of the Liaotung Peninsula by China in 1895. This is a vastly different matter from the Russian lease of Kwangtung, and included the whole of the Manchurian coast from the Yalu to the Liao rivers. The clause ran as follows:—

Article 2.—(a) China cedes to Japan in perpetuity and sovereignty the following territory, together with all fortifications, arsenals, and public property therein:—The Southern portion of the province of Feng-tien within the following boundaries: The line of demarcation begins at the mouth of the Yalu River and ascends that stream to the mouth of the River Anping; from thence the line runs to Pungchwang (now known as Fung-chwang), and thence to the extension of the line to Yinkow (Niu-chwang), forming a line which describes the Southern portion of the territory. The places above mentioned are included in the ceded territory. When the line reaches the Liao River at Yinkow, it follows the course of that stream to its mouth, where it terminates. The mid-channel of the Liao River shall be taken as the line of demarcation. The cession also includes all islands appertaining or belonging to the Province of Feng-tien situated in the Eastern portion of the Bay of Liao-tung, in the Northern part of the Yellow Sea.

In any case, the Japanese would maintain their right to join the Korean Railway at Wiju with the Chinese line at Niu-chwang (this proviso figured in one of the Diplomatic notes before the war). Duty would be left as a *possibility* under an International control and the Chinese Administration Port Arthur would be re-fortified and garrisoned by Japan, should she so think fit and advisable.

The war vessels in Port Arthur, and also those interned at the neutral ports of Chi-fu, Kiao-chau, Shanghai, and Saigon to become the property of Japan at the close of hostilities. Korea to be placed solely under the protection of Japan, while maintaining its present independent status as an Empire. Russia to renounce permanently any concessions or claims which she may hold on Korea or on Korean territory. Private concessionaires might be guaranteed against loss by the payment of the moneys they have expended on the working of their concessions. Japan reserves to herself the right of ensuring the safety of Korea by building fortifications and establishing garrisons and Naval bases on Korean territory.

The island of Sakhalin to be handed over to Japan. This is one of the points upon which Japan holds most, for sentimental, for strategical, and for industrial reasons. It is probable that the cession of Sakhalin would be accompanied by a Convention governing the fishing rights for Japanese along the coast of the Usuri Province and Kamchatka.

An indemnity is held to be absolutely necessary of inclusion in the terms of settlement. The enormous expenses of the war, at Port

Arthur and in the field, will lead Japan to ask an indemnity from Russia, varying with the length of the campaign, but in all probability having £100,000,000 as a minimum.

Should the war be long prolonged, and the Japanese operations against Vladivostok be successful, the future might see added to the above terms some conditions as to that harbour to enable its commercial character to predominate, and to limit the number of war vessels stationed there. But Vladivostok may remain in the hands of Russia; Japan has no desire to possess it permanently.

Japan considers that it is not possible to accede to Russia's desire to have a warm water port for Military and Naval purposes in the Far East. Besides the Liao-tung Peninsula harbours there are only the harbours of Korea available, and it would not be possible to have a Russian Naval base in the midst of a Japanese protectorate. Russian commerce will be able to avail itself of Dalny, which will be as open to Russia as to any other nation. Naturally, though, the Preferential Tariffs on the railway at present existing in favour of Russia will be abolished. At Dalny the Customs will be in the hands of the officials of the Chinese Maritime Customs Service.

Japanese troops may remain in Manchuria between the evacuation of the Russians and the entry of the Chinese troops, but this will be a comparatively short period.

GERMAN METHODS ABROAD.

A despatch has been received at the Foreign Office from H. M. Chargé d'Affaires in Nicaragua (Mr. Herbert Harrison) reporting as to the methods of German manufacturers and exporters in building up a business in a foreign country. The following particulars are extracted from the despatch in question:—

It appears that German firms, either singly or several firms combined, choose some young man in their employment whom they consider suitable, and send him out to the country with which they wish to do business. This man receives a salary for the first few years, as well as a share in any profits that may be made; but in addition to this he is allowed to draw on them at his discretion for a considerable sum of money. His instructions are to settle himself modestly in the principal town, with the avowed intention of setting up a little general business for himself. If possible, he is to obtain regular orders until he is able to do so. He is then to give orders to the regular commercial travellers of all nations who frequent the place, for small quantities of the goods they usually supply there. In a year's time he is probably in a position to know what class of each kind of goods sell best, and the reasons for the preference. He has also noticed what improvements could be made, as well as all the details concerning packing, weight, colour, quality, size &c., that play so important a part in the sale of goods in foreign countries. During all this time he is constantly sending home to his employers samples of these goods, and explanations how to make them still more suitable to the market. In the first year a little store probably pays its way, and in two or three years it is not only making a profit, but a quantity of really trustworthy information has been obtained concerning the goods in general use in the country. During this time the goods are being produced at home, with the improvements recommended, so that the home firms are in a position to compete with any foreigners. Their representatives then establish himself in other towns, and the extension of the business simply depends on the capabilities and good fortune of the man employed. Men sent abroad under these conditions have a real incentive to work, as instead of being simply employees, they are working for themselves from the first, with the prospect of gaining a good and independent position. A further advantage in this system is that even if the man starts an independent business as soon as he is able, as so many Germans do, the connection still remains, and the knowledge gained, even in a few years, of the actual requirements of the country is worth the money expended. In the case of the complete failure of the man sent out, the loss need not be a serious one, if divided among several firms who have allowed a credit of a few hundred pounds each.

HONGKONG BUSINESS DIRECTORY.

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For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which they are, indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages.

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SHIPPING.

ARRIVALS.
CHEFOO, British str., 800, Lurgan, 6th Feb.,
 Wuhu 2nd Feb., Rice, Butterfield & Swire.
DECEMBER, German str., 704, H. Schlicker, 7th
 Feb., General, Amoy and Swatow 6th
 Feb., General, Onaka Shosen Kaisha.
HONGKONG, British str., 999, Mawley, 7th
 Feb., Wuhu 3rd Feb., Rice for
 Canton, Butterfield & Swire.
JOHANNES, German str., 952, Iphand, 7th Feb.,
 Cebu 2nd Feb., Johnson & Co.
LISA, Norwegian str., 998, Hordahl, 6th Feb.,
 Chinkiang 2nd Feb., General, Amoy and Swatow 6th
 Feb., General, Onaka Shosen Kaisha.
ORANGE, Norwegian str., 1,000, J. Dannevig,
 7th Feb., Bangkok 28th Jan. and Anglin
 30th, General, Sander, Wierler & Co.
PACIFIC, British str., 3,347, E. G. Dickson,
 7th Feb., Liverpool 1st Dec. and Singa-
 pore 1st Feb., General, Butterfield & Swire.
RAS ISSA, British str., 2,442, Forrester, 6th Feb.,
 Yokohama 10th Jan. and Foochow 2nd
 Feb., General, Shewan, Tomes & Co.
RUTH, Norwegian str., 2,239, Helmsen, 8th
 Feb., Moji 31st January, Coal, M. B.
 Kaisha.
SANGOLA, British str., 3,349, Jacobs, 6th Feb.,
 Hongkong 23rd Jan., General, J. Farn-
 thewell & Co.
SYLVANIA, British str., 2,715, Gibson, 6th Feb.,
 Barry 14th Dec. and Suez 25th Jan.,
 Coal, Ord.
ESZTERH, British str., 1,143, Sliford, 7th
 Feb., Wuhu 1st Feb., Rice, Butter-
 field & Swire.
WONGKAI, German str., 1,115, W. Behr, 8th
 Feb., Bangkok 30th Jan., Rice and Gen-
 eral, Butterfield & Swire.
WONGKAI, British str., 1,109, Dawson, 9th
 Feb., Wuhu 2nd Feb., General,
 Butterfield & Swire.

DEPARTURES.

7th February.
C. DE PORT, French str., for Shanghai.
BRISTOL, British str., for Europe.
HONGKONG, British str., for Canton.
HONGKONG, British str., for Canton.
HONGKONG, British str., for Canton.
HONGKONG, British str., for Canton.
HONGKONG, British str., for Canton.

VESSELS IN DOCK.

7th February.
ARRIVED DOCKS—Soboluc, Tyr.
ON DOCKS—Hella, Katharine Park,
 Div. Hohnstein, Kaifong, Kanu, Shikada,
 Cebu.
CHRONOLOGICAL DOCK—Chunyang.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
 The Company's Steamship
 "HAITAN."
 Captain Roach, will be despatched for the above
 ports TO-DAY, the 8th inst., at Noon.
 For freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
 General Managers.
 Hongkong, 6th February, 1905. [98]

NAVIGAZIONE GENERALE ITALIANA.
 (Fiorio and Rubattino United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steam-
 ers to ADEN, SUZ, PORT SAID,
 MESSINA, NAPLES, LEOHORN and GENOA,
 also VENICE and TRIESTE, all MEDITER-
 RANEAN, ADRIATIC, LYBIC and
 SOUTH AMERICAN Ports up to CALAO.
 (Taking Cargo at through rates to PUEBLO
 GULF and BAHAMAS, also BARCELONA,
 VALENCIA, ALICANTE, ALMERIA and
 MALAGA.)
THE Steamship
 "CAPRI"
 Captain Balisio, will be despatched as above on
 MONDAY, the 14th February, at Noon.
 At Bombay the Steamer is discharging in
 Victoria Dock.
 For further particulars regarding Freight
 and Passage, apply to
CARLOWITZ & CO.,
 Agents.
 Hongkong, 1st February, 1905. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
 About
 "SATSUMA" 15th Feb.
 "RICHMOND CASTLE" 25th Feb.
 "SAINT PILLANS" 10th Mar.
 For Freight and further information, apply to
DODWELL & CO., LTD.,
 Agents.
 Hongkong, 1st February, 1905. [2839]

NIPPON Yusen Kaisha.
FOR MARSEILLES, LONDON AND ANTWERP.
 VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.
THE Bucknall Line Steamship
 "BUCENTAUR."
 Captain Riffen, will be despatched as above on
 THURSDAY, the 16th inst., at DAYLIGHT.
 For freight, apply to
B. MORI,
 Acting Agent.
 Hongkong, 7th February, 1905. [389]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
SIAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
THE Steamship
 "POLYNESIE."
 Captain Broc, will be despatched for MAR-
 SEILLES on TUESDAY, the 21st February,
 1905, at 1 P.M.
 Passage tickets and through Bills of Lading
 issued for above ports.
 Cargo also booked for principal places in
 Europe.
 Next sailings will be as follows:
 S.S. "CALEDONNIEN" 7th March.
 S.S. "CELANIEN" 21st March.
 S.S. "TOURANE" 4th April.
L. BRIDOU,
 Acting Agent.
 Hongkong, 8th February, 1905. [2]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|-------------------------------------|------------------|---------------|-------|---------------|-----------------------------|-----------------------------|
| LONDON, &c. via PORTS OF CALL. | SIMLA | Brit. str. | — | F. R. Summers | P. & O. S. N. Co. | On 11th inst., at Noon. |
| AMSTERDAM, LONDON & ANTWERP. | GLAUCUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 14th inst. |
| AMSTERDAM, LONDON & ANTWERP. | IDOMENEUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 25th inst. |
| AMSTERDAM, LONDON & ANTWERP. | STENTOR | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 14th Mar. |
| AMSTERDAM, LONDON & ANTWERP. | ACHILLES | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 28th Mar. |
| MARSEILLES, LONDON & ANTWERP, &c. | JAVA | Brit. str. | — | — | P. & O. S. N. Co. | About 15th inst. |
| MARSEILLES, &c. via PORTS OF CALL. | POLYNESIAN | Frederic str. | — | — | MESSAGERIES MARITIMES | On 21st inst., at 1 P.M. |
| BREMEN, via PORTS OF CALL. | ZITEN | Ger. str. | — | — | MELCHERS & CO. | On 15th inst., at Noon. |
| ODessa | ARCADIA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | On 22nd inst. |
| HAVRE & HAMBURG | ALCANTARA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | Quick despatch. |
| HAVRE, ANTWERP & HAMBURG | SPERZA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | On 21st inst. |
| HAVRE & HAMBURG | SACHS | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | On 24th inst. |
| MARSEILLES, HAVRE & HAMBURG | SAMBA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | On 21st Mar. |
| HAVRE & HAMBURG | RHENANIA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | On 4th April. |
| GENOA, MARSEILLES & LIVERPOOL. | SOVIA | Ger. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th inst. |
| GENOA, MARSEILLES & LIVERPOOL. | PAETROUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th Mar. |
| TRIESTE, &c. via SINGAPORE, &c. | PERIA | Aus. str. | — | — | SANDER, WIERLER & CO. | On 28th inst., P.M. |
| NEW YORK via SUEZ CANAL. | RAS ISSA | Brit. str. | — | — | SHEWAN, TOMES & CO. | On 10th inst., at 10 A.M. |
| NEW YORK via PORTS & SUEZ CANAL. | SATSUMA | Brit. str. | — | — | DODWELL & CO., LTD. | About 15th inst. |
| NEW YORK via SUEZ | NUBIA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | Quick despatch. |
| VANCOUVER, via SHANGHAI, &c. | EMPEROR OF INDIA | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. CO. | Today. |
| VANCOUVER, via SHANGHAI, &c. | ATHENIAN | Brit. str. | 1 m. | — | DODWELL & CO., LIMITED. | On 15th Mar. |
| VICTORIA (B.C.) & TACOMA via JAPAN. | HYADES | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 15th inst. |
| VICTORIA (B.C.) & TACOMA via JAPAN. | ARABIA | Brit. str. | 1 m. | — | PORTLAND & ASIATIC S.S. CO. | On 6th Mar. |
| PORTLAND, OREGON | TAJAN | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 13th inst., at Daylight. |
| AUSTRALIAN PORTS | EMPEROR | Brit. str. | 1 m. | — | GIBB, LIVINGSTON & CO. | On 14th inst. |
| YOKOHAMA, via SHANGHAI, MOJI & KOB. | JAPAN | Brit. str. | — | — | P. & O. S. N. Co. | On 14th inst., at Noon. |
| KOBE (DIRECT) | PERIN | Brit. str. | — | — | BUTTERFIELD & SWIRE | About 12th inst. |
| TIENSIN | CHIELI | Brit. str. | 1 m. | — | P. & O. S. N. Co. | About 11th inst. |
| SHANGHAI | BENGAL | Brit. str. | — | — | SIMPSON & CO. | To-morrow, at 5 P.M. |
| ANTUNG, via SWATOW & AMOY | DECEMBER | Brit. str. | — | — | OSAKA SHOSEN KAISHA | To-morrow, at Daylight. |
| TAMSU, via SWATOW & AMOY | DECEMBER | Brit. str. | — | — | OSAKA SHOSEN KAISHA | On 12th inst., at Daylight. |
| TAMSU, via SWATOW & AMOY | DECEMBER | Brit. str. | — | — | OSAKA SHOSEN KAISHA | On 19th inst., at Daylight. |
| FOOCHOW DIRECT | B. JOHNSON | Jap. str. | — | — | DOUGLAS LARRAIK & CO. | To-morrow, at Daylight. |
| SWATOW, AMOY & FOOCHOW | HAITAN | Brit. str. | 2 h. | — | BUTTERFIELD & SWIRE | To-day, at Noon. |
| CEBU & ILOILO | KANBU | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 13th inst. |
| MANILA | TEAN | Brit. str. | 1 m. | — | JARDINE, MATHESON & CO. | To-morrow. |
| MANILA | LOONGANG | Brit. str. | — | — | SHEWAN, TOMES & CO. | On 10th inst., at 4 P.M. |
| MANILA | ZAIFU | Brit. str. | — | — | SHEWAN, TOMES & CO. | On 11th inst., at 10 A.M. |
| KUDAT, SANDAKAN | MAVANG | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 13th inst., at Daylight. |
| MANILA | SHAWMUT | Brit. str. | — | — | DODWELL & CO., LTD. | About 14th Mar. |
| SINGAPORE, PENANG & CALCUTTA | KUMANG | Brit. str. | — | — | JARDINE, MATHESON & CO. | To-morrow, at 3 P.M. |
| SINGAPORE & SOURABAYA | FAUBUS | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 11th inst., at 3 P.M. |
| BOMBAY via SINGAPORE & PENANG. | CAPRI | Brit. str. | — | — | CARLOWITZ & CO. | On 13th inst., at Noon. |
| JAVA PORTS. | THALAP | Dut. str. | — | — | JAVA-CHINA-JAPAN LINE | Quick despatch. |

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SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

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 R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 8th Feb.
 R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 8th Mar.
 R.M.S. "ATHENIAN" 3,582 Tons WEDNESDAY, 15th Mar.
 R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 29th Mar.
 R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 19th April.
 Hongkong to London, 1st Class via St. Lawrence 260. via New York 262.
 Intermediate rates, 1st Class 240. 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

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Passengers Booked through to all principal ports and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

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IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LOYD, BREMEN.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
 N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.
 1904
 ZITEN WEDNESDAY 15th February
 SACHS WEDNESDAY 1st March
 PRINZESS ALICE WEDNESDAY 15th March
 PRINZ REINHOLD WEDNESDAY 29th March
 PRINZ HEINRICH WEDNESDAY 12th April
 PRINZ EITEL FRIEDRICH WEDNESDAY 26th April
 PREUSSEN WEDNESDAY 10th May
 ROON WEDNESDAY 24th May
 BAYERN WEDNESDAY 7th June
 ZITEN WEDNESDAY 21st June
 SACHS WEDNESDAY 5th July
 GNEISEN WEDNESDAY 19th July
 SCHARNHORST WEDNESDAY 2nd August
 PREUSSEN WEDNESDAY 16th August
 PRINZ EITEL FRIEDRICH WEDNESDAY 30th August

ON WEDNESDAY, the 15th day of FEBRUARY, 1905, at Noon, the Steamship "ZITEN," Captain F. von Binsar, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 13th February. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th February, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 14th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Lines can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 19th January, 1905. [5]

PORTLAND & ASIATIC STEAMSHIP CO.
 PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON
 "ARABIA" 4,483 Bable February 13th, 1905.
 "ARAGONIA" 5,198 Schult March 5th, 1905.
 "NICOMEDIA" 4,370 Wagner March 31st, 1905.
 "NUMANIA" 4,370 Behmer April 20th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMFRON, GENERAL AGENT.
 Hongkong, 24th January, 1905. [13]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up to date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN. | FOR | SAILING DATE. |
|-----------|-------|--------------|---------|--------------------------|
| RUBI | 2540 | R. W. Almond | Manila. | Sat., 11th Feb., 10 A.M. |
| ZAFIRO | 2540 | R. Rodger | Manila. | Sat., 18th Feb., 10 P.M. |

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 7th February, 1905. [16]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWROAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|----------------|--------------------------|
| HYADES | 3,753 | Geo. Wright | Wednesday, February 15th |
| PLEIADES | 3,753 | P. G. Purinton | Wednesday, March 15th |
| SHAWMUT | 3,606 | W. M. Smith | Friday, March 24th |

For Freight or Passage apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 24th January, 1905. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------------|---|--|
| SPEZIA | HAVRE and HAMBURG | On 21st Feb. Freight. |
| ALCANTARA | (Calling at Singapore and Colombo) | On 24th Feb. Freight. |
| ALESIA | HAVRE, ANTWERP and HAMBURG | (Calling at Singapore and Colombo) |
| SAMBA | (Calling at HAMBURG) | On 9th Mar. Freight. |
| RHENANIA | (Calling at Singapore, Penang and Colombo) | On 21st Mar. Freight & Passenger. |
| SUEVIA | HAVRE and HAMBURG | (Calling at Singapore, Penang and Colombo) |
| Capt. Kmsel | (Calling at Singapore, Penang and Colombo) | On 4th April. Freight. |
| ARCADIA | ODessa | 22nd Feb. Freight. |
| Capt. Förok | with transshipment at Singapore to sail from Singapore about | middle of March Freight. |
| ANDALUSIA | ODessa | to sail from Singapore about |
| Capt. Filler | NEW YORK via SUEZ | About beginning Freight. |
| NUBIA | with liberty to call at the Malabar coast | of April. |
| Capt. Habel | Special attention of intending Passengers is drawn to the splendid accommodation of the | |
| S.S. "RHEINANIA" | Saloons and cabins amidships. Lighted throughout by electricity. | |
| | For Further Particulars, apply to | |

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT 3,606 tons. W. M. Smith About 14th March.
 S.S. TREMONT 3,606 tons. T. W. Garlick About 14th April.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw ss. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 24th January, 1905. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|------------------|---|--|
| SPEZIA | HAVRE and HAMBURG | On 21st Feb. Freight. |
| ALCANTARA | (Calling at Singapore and Colombo) | On 24th Feb. Freight. |
| ALESIA | HAVRE, ANTWERP and HAMBURG | (Calling at Singapore and Colombo) |
| SAMBA | (Calling at HAMBURG) | On 9th Mar. Freight. |
| RHENANIA | (Calling at Singapore, Penang and Colombo) | On 21st Mar. Freight & Passenger. |
| SUEVIA | HAVRE and HAMBURG | (Calling at Singapore, Penang and Colombo) |
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OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|-------------|-------------------|
| GLASGOW and LIVERPOOL | "PATROCLUS" | On 7th February. |
| GLASGOW and LIVERPOOL | "ACHILLES" | On 21st February. |
| GLASGOW and LIVERPOOL | "ANTENOR" | On 25th February. |
| GLASGOW and LIVERPOOL | "COPACK" | On 27th February. |
| GLASGOW and LIVERPOOL | "PINGSUEY" | On 3rd March. |
| GLASGOW and LIVERPOOL | "ULYSSES" | On 7th March. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|-------------------------------|-------------|-------------------|
| AMSTERDAM, LONDON and ANTWERP | "GLAUCUS" | On 14th February. |
| AMSTERDAM, LONDON and ANTWERP | "AJAX" | On 20th February. |
| AMSTERDAM, LONDON and ANTWERP | "IDOMENEUS" | On 26th February. |
| AMSTERDAM, LONDON and ANTWERP | "STENTOR" | On 14th March. |
| AMSTERDAM, LONDON and ANTWERP | "PATROCLUS" | On 20th March. |
| AMSTERDAM, LONDON and ANTWERP | "ACHILLES" | On 26th March. |

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|------------|---------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA. | "PINGSUEY" | On 6th March. |

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th January, 1905.

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO SAIL |
|--|----------|-------------------|
| MANILA | "TEAN" | On 9th February. |
| CEBU and ILOILO | "KANU" | On 13th February. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and YELBOURNE | "TSINAN" | On 14th February. |
| TIENSIN | "CHINLI" | On 28th February. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd February, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|--|------------------------|---------------------|----------------------------------|
| LONDON, &c. | "SIMLA" | Noon, 11th February | See Special Advertisement. |
| SHANGHAI | "BENGAL" | About 11th February | Freight and Passage. |
| YOKOHAMA via SHANGHAI | "JAPAN" | About 12th February | Freight and Passage. |
| MOJOI and KOBE | "E. P. Martin, R.N.R." | February | (Passing through the Inland Sea) |
| KOBE DIRECT | "PEKIN" | About 13th February | Freight only. |
| MARSEILLES, LONDON and ANTWERP DIRECT via SINGAPORE, PENANG, COLOMBO and PORT SAID | "W. W. Cooke, R.N.R." | February | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th February, 1905.

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|--------------------|-------------------|--------------------|
| FOOCHOW DIRECT | "B. BJORNSON" | THURSDAY, 9th Feb. |
| ANPING, AIA SWATOW | "DECIMA" | at Daylight. |
| TAMSUI via SWATOW | "PRITHOOF" | THURSDAY, 9th Feb. |
| AND AMOY | "H. A. HARALDSEN" | at Daylight. |
| TAMSUI via SWATOW | "M. STRUVE" | SUNDAY, 12th Feb. |
| AND AMOY | "T. BRANDT" | at Daylight. |

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local branch Office at No. 8 Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 8th February, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO or CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

| | |
|-------------------|---------------------------|
| S.S. "LOTHIAN" | Captain J. C. Williamson. |
| S.S. "SOFAL" | Captain G. A. Shepherd. |
| S.S. "INDRASHAMA" | Captain R. P. Cronin. |
| S.S. "INDRAVELLI" | Captain S. Callington. |
| S.S. "COURTFIELD" | Captain J. W. Martin. |
| S.S. "SWANLEY" | Captain J. P. Dawson. |
| S.S. "CRANLEY" | Captain W. E. Steele. |
| S.S. "KIBAL" | Captain M. Robertson. |
| S.S. "ASCOT" | Captain C. E. Cox. |
| S.S. "INCOM" | Captain C. S. Pearce. |
| S.S. "SIXTH" | Captain J. Hawley. |
| S.S. "SEALDA" | Captain Geo. Brown. |

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 30th December, 1904.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|------------|-------------------------|--------------------|-------------------------|
| TUPANAS | JAVA PORTS | First half of March | JAPAN via SHANGHAI | First half of March |
| TJILATJAP | JAPAN | Second half of February | JAVA PORTS | Second half of February |
| TJIMAH | JAPAN | First half of March | JAVA PORTS | First half of March |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor,
Hongkong, 3rd February, 1905.

Telephone No. 375.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|-------------------------------|------------|--------------------------|
| *SINGAPORE, PENANG & CALCUTTA | "KUMSANG" | Thurs, 9th Feb, 3 P.M. |
| *MANILA | "YUENSANG" | Fri, 10th Feb, 4 P.M. |
| SINGAPORE and SOERABAYA | "FAUSANG" | Sat, 11th Feb, 3 P.M. |
| KUDAT and SANDAKAN | "MAUSANG" | Fri, 17th Feb, daylight. |

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 8th February, 1905.

NATAL LINE OF STEAMERS.

THE UNDERSIGNED GENERAL AGENTS in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Billings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto by the steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Clatter Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

SHIPPING IN PORT.

AGINCOURT, British str., 2,375, H. T. Worsnop, Mainland Island let out, Gilman & Co.
AN PHO, British str., 905, J. Kynoch, 4th Feb., Saigon 31st Jan., Rice and Gen.
ARDEA, British str., 2,271, W. L. Smith, 1st Feb., Saigon 31st Jan., Coal—Mitsui Bussan Kaisha.
BARON ELDON, British str., 2,385, John Allison, 4th Feb., Karatsu 29th Jan., Coals—Mitsui Bussan Kaisha.
BRONSTERN BJOERNSEN, Norw. str., 736, C. Olsen, 24th Jan., Sourabaya 14th Jan., General—Angar, Thoresen & Co.
BURMA, Austrian str., 1,974, N. Valentin, 9th Jan., Cardiff 19th Nov., Coal—Order.
CARL DEDERICHSEN, German str., 774, H. Schalkier, 31st Jan., Haiphong 2nd Feb., General—Jensen & Co.
CEBU, Amr. str., 647, Antonio Fachusagari, 31st Jan., Manila 28th January, General—Order.
CHURUSANG, British str., 1,418, R. Cox, 1st Feb., Saigon 31st Jan., General—Jardine, Matheson & Co.
CHUEN, Chinese str., 1,177, Charles Stewart, 5th Feb., Shanghai 2nd Feb., General—Chinese.
CLARA JENSEN, German steamer, 1,102, J. Bendixen, 4th Feb., Wuhu and Chinkiang 6th Feb., Rice and General—Jensen & Co.
DEVANWARSE, German str., 1,057, Gorham, 11th Jan., Bangkok 6th Jan., Rice and Meal—Norddeutscher Lloyd.
DR. H. J. KLAER, Dutch str., 691, Larsen, 2nd Feb., Haiphong 30th Jan. and Ho-hoi 1st Feb., General—A. H. Marty.
EASBY ABNEY, British str., 1,789, R. Priddle, 30th Jan., Colombo 13th Jan., Coal—Order.
EIGER, Norwegian str., 889, Chr. Rafen, 1st Feb., Chinkiang 28th Jan., Rice—Order.
EXPRESS OF INDIA, British str., 3,682, O. P. Marshall, R.N.R., 18th January, Vancouver 20th December, Mails and General—C. P. R. Co.
FAUSANG, British str., 1,410, Mitchell, 1st Feb., Samarang 22nd Jan., Sugar—Jardine, Matheson & Co.
FOOSHING, British str., 1,423, S. Arthur, 2nd Feb., Wuhu 23rd January, Rice—Jardine, Matheson & Co.
FOREST HALL, British str., 1,991, P. A. Logan, 14th Jan., New York 7th August, Petroleum—Standard Oil Co.
FRI, Norwegian str., 890, N. G. Andersen, 17th January, Java 6th Jan., Sugar, Groundnuts, &c.—Order.
FRITHJOF, Norwegian str., 891, Haraldsen, 25th Jan., Tamsui, Amoy and Swatow 24th Jan., General—Osaka Shosen Kaisha.
GLENFAR, British str., 2,340, H. W. S. Holman, 3rd Feb., London and Singapore 27th Jan., General—McGregor Bros. & Co.
GRENOY APGAR, British str., 2,991, J. G. Offert, 6th Feb., Calcutta and Straits 21st Jan., General—David Sassoon & Co.
HAILAR, French str., 377, L. Anderson, 3rd Feb., Peking and Ho-hoi 1st Feb., General—A. H. Marty.
HAITAN, British str., 1,200, J. S. Roach, 5th Feb., Swatow 4th February, General—Douglas LaPraik & Co.
HANOT, French str., 739, P. Merles, 3rd Feb., Haiphong and Ho-hoi 2nd Feb., General—A. H. Marty.
HARRINGTON, British str., 2,101, Duncombe, 25th Jan., Cardiff 1st Dec., Coal—Order.
HEMLEY, British str., 1,484, Surver, 5th Feb., Cardiff 9th Dec., Coal—Doddwell & Co.
HONSHU, German str., 1,375, H. Hauser, 18th Jan., Sourabaya 7th Jan., Sugar—Lauri, Wegener & Co.
INDRAVELLI, British str., 1,125, S. Callington, 28th Nov., Shanghai 24th Nov.—Jardine, Matheson & Co.
JUNO, American str., 742, R. M. de la Sala, 28th January, Kobe 17th Jan. and Moji 20th, Coal—C. C. Moser.
KAIFONG, British str., 1,024, E. Finlayson, 27th Jan., Iloilo 23rd January, General—Butterfield & Swire.
KALIBIA, British str., 3,149, F. Walker, 10th Jan., Kutchinotzu 5th Jan., Coal—Bradley & Co.
KATHARINE PARK, British str., 3,075, W. H. Copp, 12th Jan., Sasebo (Japan) 8th Jan., Light—Gibb, Livingston & Co.
KEONWAT, German str., 1,115, W. Moller, 4th Feb., Bangkok 24th January, Rice—Butterfield & Swire.
KOHICHANG, German str., 1,284, C. Goreswisch, 26th Jan., Bangkok 19th Jan., General—Butterfield & Swire.
KWANLOE, Chinese str., 1,505, R. Lincoln, 31st January, Shanghai 28th January, General—Chinese.
KWANGSE, British str., 1,301, Stott, 1st Feb., Cebu 26th Jan., General—Butterfield & Swire.
LANSHAN, German str., 2,116, Sperling, 3rd Feb., Moji 23rd January, Coal—Jensen & Co.
LOONGSANG, British str., 1,092, G. S. Weigall, 6th Feb., Manila 3rd Feb., General—Jardine, Matheson & Co.
LYEONWAT, German str., 1,338, Th. Lehmann, 29th Jan., Shanghai 29th Jan., General—Siemens & Co.
KUMSANG, British str., 2,077, E. J. Buller, 20th January, Calcutta 14th Jan., Penang 20th and Singapore 24th, General—Jardine, Matheson & Co.
MACQUARIE, British str., 2,440, St. John George, 14th Jan., Moji 8th Jan., Coal—Gibb, Livingston & Co.
MATHESON, German steamer, 678, Jurgensen, 2nd Feb., Haiphong and Ho-hoi 1st Feb., General—Jensen & Co.
MAUSANG, British str., 1,644, S. J. Payne, 2nd Feb., Saigon 28th Jan., General—Jardine, Matheson & Co.
MEEFOW, Chinese str., 1,321, J. Whiteaw, 29th January, Shanghai 25th Jan., General—Chinese.
MOROL, British str., 8,750, W. P. S. Porter, 2nd Feb., San Francisco 28th Dec. and Shanghai 31st Jan., General—P. M. S. S. Co.
OSCAR II., Norwegian str., 2,000, L. Olson, 16th Jan., Kutchinotzu 10th Jan., Coal—M. B. Knutsen.
PITSANULOK, German str., 1,267, C. Fuchs, 4th February, Bangkok 28th Jan., Rice and General—Butterfield & Swire.
POLUX, Norwegian str., 794, C. Lorenson, 24th Jan., Sourabaya, Sugar, Chinese.
POCHANG, German str., 2,164, Lincke, 2nd January, Moji 21st Jan., Coal—Jensen & Co.
POWDERHAM, British str., 1,497, A. B. Toms, 8th Jan., from Bangkok, Coal—Order.
PROGRESS, German str., 682, F. Bremer, 16th January, Chinkiang 12th Jan., General—Siemens & Co.
EURI, British str., 1,611, R. W. Almond, 6th February, Manila 4th Feb., General—Shewan, Tomes & Co.
SAMBIA, German str., 3,623, H. Luning, 2nd February, Singapore 26th Jan., General—Hamburg-America Linie.
SCOTSMAN, British str., 1,665, Mackenzie, 29th January, Saigon 24th Jan., Rice—Doddwell & Co.
SIKE, British str., 3,216, Rowley James, 12th January, Durban 19th December—Gibb, Livingston & Co.
SOBALENSE, British str., 1,232, Robert Dean, 28th Jan., Moji 23rd Jan., Coal—Order.
STENTOR, British str., 4,308, Chas. Jackson, 3rd February, Singapore 29th Jan., General—Butterfield & Swire.
TAIWAN, British str., 1,109, H. Harder, 4th February, Wuhu 31st January, Rice—Butterfield & Swire.
TAKSANG, British str., 977, W. McIlure, 3rd February, Wuhu 30th January, General—Jardine, Matheson & Co.
TEAN, British str., 1,346, A. Somerville, 3rd February, Manila 31st January, Hongkong—Butterfield & Swire.
TELEMACUS, British str., 1,540, J. Williamson, 28th Jan., Saigon 23rd Jan., Rice and Meal—Chinese.
THEMIS, Norwegian str., 1,209, T. Thamsen, 6th Feb., Kobe and Moji 1st Feb., General—Chinese.
TUNG SHING, British str., 1,172, T. W. Saby, 4th Feb., Chinkiang 31st Jan., Ground Nuts—Jardine, Matheson & Co.

TYE, Norwegian str., 1,834, Danielson, 26th January, Tamsui 24th January, Coal—Shewan, Tomes & Co.
YATSEING, British str., 1,424, T. Sellar, 3rd February, Wuhu and Chinkiang 28th Jan., General—Jardine, Matheson & Co.
ZONOSTER, British str., 2,383, John Ewan, 3rd February, Kutchinotzu (Japan) 28th January, Coals—Mitsui Bussan Kaisha.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,709 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong.
Albion, battleship, 12,950 tons, 16 guns, Capt. Fremantle, Hongkong.
Algerine, sloop, in reserve, Hongkong.
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., W. India.
Andromeda, cruiser, 12,500 tons, Capt. Nelson O'Mannany, Mirs Bay.
Astraea, 2nd class cruiser, 4,369 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell, Mirs Bay.
Bramble, gunboat, in reserve, Hongkong.
Britonart, gunboat, in reserve, Hongkong.
Centurion, battleship, 10,500 tons, Capt. Fegen, Mirs Bay.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. Asser, Hongkong.
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Hon. W. G. Stopford, Hongkong.
Hasty, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hogue, cruiser, 12,000 tons, Captain Shortland, Mirs Bay.
Humber, storeship, 1,540 tons, Comdr. P. M. Rindore, en route Weihaiwei.
Iphigenia, 2nd class cruiser, 3,800 tons, Capt. Fawcener, Mirs Bay.
Janus, torpedo-boat destroyer, 280 tons, 4 guns, 3,900 h.p., Lieut. Comdr. J. A. Gregory, Hongkong.
Kinsh, river gunboat, 331 tons, Lieut. Comdr. Christopher P. Metcalf, on Yangtze.
Moorehen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. P. B. Noble, Hongkong.
Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Greet, O.M.S., Mirs Bay.
Other, torpedo-boat destroyer, 350 tons, in reserve.
Phoenix, sloop, in reserve, Hongkong.
Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Monro, Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.
Rosario, sloop, in reserve, Hongkong.
Sandpiper, river gunboat, 85 tons, 4 guns, 240 h.p., Lieut. Comdr. H. T. Atlay, West River.
Sirius, 2nd class cruiser, 3,800 tons, Capt. C. H. H. Moore, Shanghai.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.
Stirling, 1st class cruiser, 12,000 tons, 21,000 h.p., Capt. Wm. L. Grant, Mirs Bay.
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,800 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore C. G. Diakon, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. E. F. R. Dugmore, on Yangtze.
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Singapore.
Tweed, gunboat, in reserve, Hongkong.
Vengeance, battleship, 12,950 tons, 18 guns, 13,500 h.p., Capt. L. C. Stuart, C.M.G., Mirs Bay.
Virago, torpedo-boat destroyer, 360 tons, in reserve.
Waterwitch, surveying-ship, 520 tons, 450 h.p., Comdr. E. C. Hardy, Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. We'll, Hongkong.
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